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REPORT

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Annex 1

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Peenemuende Harbor

(as of late May 1955)

1. General remarks:

The former German armed forces had installed their experimental site for the development of rockets in the outlying bird sanctuary of Peenemuende, and also erected harbor installations in the small former fishing harbor of the village; the Sea Police later took over and expanded these installations. Peenemuende (54°08'N/13°46'E) is the main base ("Fleet Base") for the seagoing units of the East German Sea Police (Annex 2), and its harbor is blocked to all merchant ship traffic. The harbor of Peenemuende is located at the northern end of Caemmerer-See (Lake Caemmerer) on the cove on which the remainders of the village of Peenemuende and the super power station, built in 1940/42, are located.

2. Nautical data:

(See also Ostsee-Handbuch - German Baltic Sea Pilot - southern part and German sea chart D 342.)

a) Approaches:

Peenemuende is located on the east bank of the Peene River on Usedom Island. Its approach from the east is through the Ruden Channel, a buoyed fairway located between vast shoals south of Greifswalder Oie, an island; it is a difficult approach channel from the navigational point of view. The channel which is entered south of the "Tonnenbank" (buoyed channel flat), is a dredged fairway in the Peene River, 7 meters deep and 3 1/2 nautical miles long. It is a narrow channel and despite its depth of 7 meters can be navigated only by small vessels. (Pilotage is compulsory). For reasons of secrecy, the improvement of both the channel and Peenemuende harbor with its quay berths, etc., have not been marked in the German sea charts, in other words, have not been released by the East German authorities.

b) Anchorage are unavailable.c) Tides and ice conditions:

Practically speaking there are no tides in that region. With winds blowing from the SE-S-W sector a 2.5-mile current runs into the Greifswalder Bodden, while with winds from the NW-N-E sector, the current sets toward the Stettiner Haff (lagoon). The Peene River freezes over earlier than the Greifswalder Bodden. With northeasterly winds heavy ice drift is experienced as far upstream as Peenemuende. A compact ice sheet generally prevails during the months of January and February, while in hard winters it lasts from mid-December to the latter part of March.

d) Pilots:

Pilotage is compulsory. The pilots who must be embarked off Ruden Island guide the vessels as far as Wolgast.

3. Harbor installations (military):a) Wharves and quay installations:

The Peenemuende harbor covers an area of about 440 by 110 meters and is 4 meters deep. The embankment is revetted by 400-mm steel sheet pilings and its top lies 3 meters above mean water level. The harbor basin is protected from the Peene River by a jetty which is fitted with a degaussing plant (1) erected at its outermost end. The plant is equipped with three 60-HP diesel sets, one 150 V/400-A generator, the degaussing loop and the degaussing station proper. A signal mast for flag signalling which is about 3 meters high is also on the jetty head.

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The signal station (2) is installed on top of a wooden watch tower located at the foot of the jetty near the road running along the western quay. The signal station is equipped with two searchlights and the conventional outfit of signal stations.

The western quay (picture 1) is fitted with a projecting wooden pier edge (3) 240 meters long and 2.5 meters wide and has a load capacity of 2 tons. The material to be taken aboard boats is carried by electric cars alongside their berths.

The tapping points (4) of the fuel depot (13) located north of the harbor basin are fitted on the western quay. (For detailed description of the fuel depot, see item 9a). Five similar tapping points (5) are located on the quay piers of the head wharf (Pict. 2). The filling chutes (6) of the fuel tank depot are located just behind the two easternmost quay piers.

The main access channel to the marine railway (7), 5 meters deep, is located in the middle of the massive head wharf which has a ship-repair-shop (8) at the rear.

A slewing crane mounted on a heavy motor vehicle is stationed on the head wharf.

A single-track railroad runs up to the fuel filling chutes of the tank depot near the head wharf.

A boat shed (9) and an engine shop for marine motors (boat engines) (10) are separated from the marine railroad by a road running between the two installations.

A half-sunk ammunition shelter (11), which measures about 12 by 14 by 3.5 meters is located west of these two buildings. It is surrounded by a barbed-wire fence, is guarded by a sentry and serves as a store for infantry, 20-mm and signal ammunition.

The road running parallel to the northern fence passes north of the ammunition shelter. Five field-stone walled buildings, approximately 50 by 20 meters, are located on the north side of that road. They are 4 to 5 meters high, and have gable roofs covered with tarred cardboard. The halls, which are used for the storage of weapons, gear, replacement parts and boat equipment, each have two doors leading to the road.

The fuel tank depot (13) is located east of these halls.

A short massive quay pier projects from the south end of the eastern quay of the harbor basin. A new wooden berthing edge (14), size and design similar to the western quay, also forms an extension of the wharf located north of this quay pier.

A rail track runs to the massive quay pier and continues along the eastern quay as far as the lubricant depot (17).

A coal shed (18) near to a small underground ammunition shelter (19), is located at the foot of the eastern quay.

A new boiler house (10), a theatre (21) and a shower room (22) are located east of the road running parallel to the eastern quay. Another road crossing it at right angles runs through the base area in an easterly direction. Eight standard houses, four each on each side of the road, flank the road. (23). They are single-storied wooden houses with semi-finished upper stories or empty attics resting on massive foundation. These houses which look like wooden huts accommodate the female members of the sea-police, the barber's shop, the library, the MC shop (commerce organization shop), the maritime hydrographic service and the personnel of the auxiliary vessels unit.

Two brick buildings, housing the main guard station (24) and a small guard-room (25), are also located on this street.

Parallel to and just south of the last-named road is another road or street with a garage building housing the fire-service depot (26), a PCL station (27) and a three-story brick building, the latter containing the clothing depot (28).

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A standard-gage single-track rail passes north of the brickbuildings (23).
The buildings erected around the drill ground (29) include:

The headquarters building (30) (housing the radio station for long, short and limiting wavelengths; a telephone with connections is over the Peenemuende telephone exchange and linked to the Wolgast exchange and, via the latter, to the Stralsund-Schwedenschanze main exchange. An antenna mast stands near the headquarters building close to the street);

A building for instruction purposes (31)

Guard Unit quarters (32)

Headquarters building for the coast guard boat division (33)

Building with living rooms, also housing the rail office (34)

Dwelling house for officers (35).

All the above buildings have three stories and are 55 meters long and 13 meters wide each.

The drill ground is bordered in the east by an ambulance hut (36), the culture hall (37) and kitchen and provisions building (38).

b) Bridges and locks

are not to be found in Peenemuende.

c) Cranes and transporting facilities:

A slewing crane mounted on a heavy motor vehicle serves to put heavy gear on the vessels, e.g., pivot mounts, minesweeping equipment and mines. Heavy electric cars, railroad tank cars, wagons and trucks are also available.

d) Tugboats, lighters, icebreakers:

Two lighters, a cable ship, several launchers, a fire float and a tanker belong to the auxiliary fleet unit. Icebreakers and tugboats are not available.

e) Shipyards:

The marine railways (7) has a capacity of up to 150 tons and consists of a triple-gage track for large and small dump cars and also an electric hauling winch. Any boats and ships not exceeding 2.8 meters draft and 16.5 meters bear across the rubbing strips - as well as all motor minesweepers and KS boats - can be hauled up lengthwise. Transverse movement is possible only if the respective boats are not longer than 17 meters as the breadth of the traversers and the boat sheds cannot accommodate boats exceeding that length.

A private shipyard of the Freest firm with a marine railway for fishing cutters is located west of the above yard on the north bank of the Peene River. KS boats can also be hauled up on this marine railway. Major repairs, engine overhauls and repairs to larger vessels can be carried out only by the Peene-Werft (Peene shipyard) in Wolgast. ~~This shipyard is~~ also used as an arsenal and can be practically considered a section of the "Fleet Base." (The Peene-Werft is described in a separate report.)

4. Harbor installations (commercial)

Since Peenemuende is exclusively available to the vessels of the Sea Police and was built up as a military base, it is necessarily of no commercial importance.

5. Military installations outside the harbor proper:

a) Fortifications

Four emplacements for light AA guns (41) which are used for firing practice

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in the direction across the Peene River are located southeast of the quartering installations of the Sea Police.

b) Radar, radio and signal stations.

With the exception of the signal (2) and radio station (30) located in the harbor area, no other installations of the kind are available.

c) Military installations (depots, quartering facilities, etc.):

Seven houses for sea-police members (42) are located outside the fenced base area near the ~~cemetery~~ close to the road. (Picture 3).

An ammunition shelter has been installed in the former test stand No. VII of the rocket experimental station (Annex 3). This shelter is located about 1.5 kilometers east of the casernes on the east bank of the Caemmerer See (outside the harbor plan). This installation comprises fourteen concrete shelters, each 6 meters wide, 12 meters long and the archpillars are 2.8 meters high. The shelters are built into the circular rampart, thrown up to a height of 10 meters. The foot of the rampart is 24 to 26 meters and its top is 2 meters wide. A ring-shaped road, about 5 meters wide, with three branches running to the center of the plant, passes along the inner side in front of entrances to the shelters.

The approach road to the plant is of the same width, and is strengthened by a telford base and a hydrous gravel road surface. A workshop building with a dwelling hut quartering about 25 artificers is located to the left of the ammunition shelter. A guard room is located close to the shelter rampart. The shelter area is surrounded by a wooden fence about 30 meters away from the rampart. The fence, 2.60 meters high, consists of diagonally nailed wooden boards with three rows of barbed wire on top. Five watch towers, about 6 meters high, and equipped with 200-Watt searchlights, are located along this fence, and are permanently manned. The prohibited zone lying between the shelter rampart and the fence, is protected by two 1.5 meters high barbed-wire fences, and during the night is additionally illuminated by cluster burners.

Four machine guns emplacements are located on top of the rampart. The guard service is performed by 20 to 40 men. They are allowed to shoot at unauthorized persons approaching the shelter installation, fire being directed at such persons at 10 meters or nearer during daylight and at 35 meters after dark. Ammunition stored in shelters Nos. 1 through 14 include infantry and artillery ammunition, mines, gunnery material and nitro-glycerine. A carbine and machine-gun target range for practice firing at ranges of up to 150 meters was erected on another former experimental site, located 500 meters southeast of experimental station VII.

d) Installations for the naval and other aviation:

The airfield, which belonged to the former German rocket experimental ground, has meanwhile been fully reactivated. It is located north of the harbor of Peenemuende and of the Koelpin See (a lake), on the tip of Usedom Island. Two runways are available, one extending in a north-east/south-west direction, the other in a south-east/north-west direction. The first-named runway is concrete-asphalt surfaced, while the other has only a plain concrete surface. The first-mentioned runway which is used as the main runway, has a 3 by 3-meter shed at its west end. A single spur track runs from Bahnhof-Nord (northern railroad station) in a westerly direction. A large tank depot located on the airfield fuels the aircraft stationed there. The airfield proper is occupied by Soviet units.

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6. Guard service and arrangements:

The western part of Usedom Island, including Peenemuende, has been declared a coastline protection zone. It can be entered only by persons holding personal papers which have a permit stamp provided by the proper Kreis-Polizeiart (district police office). The checking station is located just northeast of Bannemin on the causeway connecting Zinnowitz with Wolgast just before the causeway branches off to Trassenheide-Karlshagen. The permit stamps are issued only to persons living in the protection zone. The Peenemuende prohibited zone proper begins at Karlshagen and comprises the actual sea-police installations and the Soviet airfield. Checking is performed by both the sea-police and Soviet military personnel both at the exit of the village and along the road extending from the southwest to the northeast section of the coast. The entire northeastern part of the coast is permanently covered by patrols during the night. Persons entering the prohibited area must hold a special permit which can be issued only by certain authorized official organizations, for example, the Sea Police, the construction management, the power station, the salvage service, and the forest administration.

The installation proper can be entered only by persons holding an additional special permit countersigned by the base commander. The quay jetty, the degaussing plant and the tank depot located inside the sea-police area are individually guarded. The whole premises are guarded by a guard unit of the sea police comprising 1 officer, 1 noncom and about 20 to 25 other ratings. The unit is relieved every 24 hours.

The sea-police premises are surrounded by a wooden fence (43) about 2.5 meters high. The power station at the north side of the area has a brick wall (44) about 6.5 meters high with boat equipment rooms on the side facing the base. Six watch towers (45) with searchlights are located along the fence and permanently manned.

7. Connection with the rear area:a) Railroad:

A single-track railroad line runs from Wolgast northward into the base via Karlshagen as a secondary track leading to the Wolgast-Swinemuende line. Railroad connection with Greifswald is also available. A narrow-gage railroad running from the harbor to the airfield was allegedly planned. In addition water transportation from Wolgast is provided for the personnel of the power station.

b) Inland waterway connection:

Waterway connection with the inland waterway network is across the Peene River.

c) Roads:

An approach road runs into the base area from Karlshagen in a north-northwesterly direction. This road is in comparatively good condition.

d) Air Traffic:

No detailed reports on air traffic have been received.

8. Transshipment facilities are not available9. Supplying facilities:a) Oil:

POL supplying facilities for vessels include tapping points for power fuel (4 and 5), electric power current and low voltage outlets, telephone sockets and water taps are available. Lubricants arrive alongside the berths of the vessels in special tank cars. Lubricant outlets, as previously mentioned, apparently no longer exist.

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The tank installation (13), which has a total capacity of 200 tons, can store 100 tons of diesel oil and 100 tons of special diesel oil for ship use. The plant consists of ten underground 20-ton steel sheet containers, 7 meters long and 2 meters in diameter. They rest on rammed concrete to which they are tied, jutting about 60 to 80 centimeters from the surface of the ground. An earth cover, about 1 meter thick, is laid over the upper edge of container thus giving the installation an overground height of a little less than 2 meters. Oil is filled into the tanks from railroad tank cars through five filling chutes (6) which allow simultaneous filling from five tank cars. For this purpose a siding was laid from the spur track of the power station to the harbor. The fuel flows to the pump house under its own gravity and is distributed by an electric pump and a hand-operated rotary pump.

Fuel can be filled into the storage tanks also from tank ships. In this case the fuel is forced by the pumps of the tanker to the filling chutes at the dead end of the spur track through the stationary filling pipeline. The pipeline made of seamless steel tubes has an interior diameter of 150 millimeters. The fuel is purified by rubble-filter pots fitted in front of each container.

Fuel is tapped from a tapping pipeline with an interior diameter of 150 millimeters which runs to the ten tapping points, five each being fitted on the west side of the harbor basin and on the quay piers of the north bank. The tapping sockets are two inches thick. Operating pressure is about 2.5 kg/cm².

A lubricant depot (17) is located at the dead end track on the east quay. It has an average storage capacity for 30 to 40 lubricant and machine oil drums.

b) Coal:

Bunkering coal for ships is not available.

c) Water:

Water for household use is supplied by the installations-owned waterworks (48), which has three deep wells each capable of delivering 50 cubic meters per hour (maximum capacity). The boats tap their water from hydrants.

d) Electricity:

The Peenemuende power-station (49) (Picture No. 4) is located inside the fence surrounding the sea-police area and is separated by a special wall (44) and a fence. Work is done in three shifts. The power-station supplies the whole Isle of Usedom and the town of Groeslin with electric current. The pit coal needed for the power station is delivered by freight trains direct at the power station and is also stored there (50). A guard house (51) is located close to the power station.

The houses of the base are heated by a low-pressure warm water heating system from Peenemuende power station.

10. Summary:

The KS division consisting of three units and 20 KS boats is garrisoned at the Peenemuende Fleet Base. The first unit (seagoing) is the minesweeper launch division of six vessels; the second (seagoing) outfit is the auxiliary vessel unit comprising all supply vessels and some "DELPHIN" and "TUEMMLER" type boats; the third (shore based) unit and the fleet base headquarters with its motorized unit, the headquarters personnel with the supply section and three guard companies.

The actual strength comprises 290 officers and 1,200 noncoms and other ratings. It remains to be seen whether Peenemuende will be expanded as a sea-police base in the future or not. Most noteworthy dredging operations in the Peene River seem to indicate that the Peene River can eventually be navigated by larger vessels as far as Wolgast.

It may be said in principle that Peenemuende is a small but well protected harbor and naval base.

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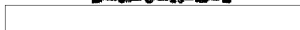
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Legend to Ammunition Shelters in Peenemuende

- 1 - 14 - Ammunition shelters
- 15 - Prohibited fence ring
- 16 - Ammunition experimental laboratory
- 17 - Fire service pond
- 18 - MG-Emplacements
- 19 - Watch towers
- 20 - Guard station and alert service
- 21 - caretaker

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- Picture 1 West pier with berths (northeast to southwest)
- Picture 2 Head wharf of the harbor basin with quay piers (northeast to southwest)
- Picture 3 Barracks installation southeast of cemetery
- Picture 4 Power station seen from southwest

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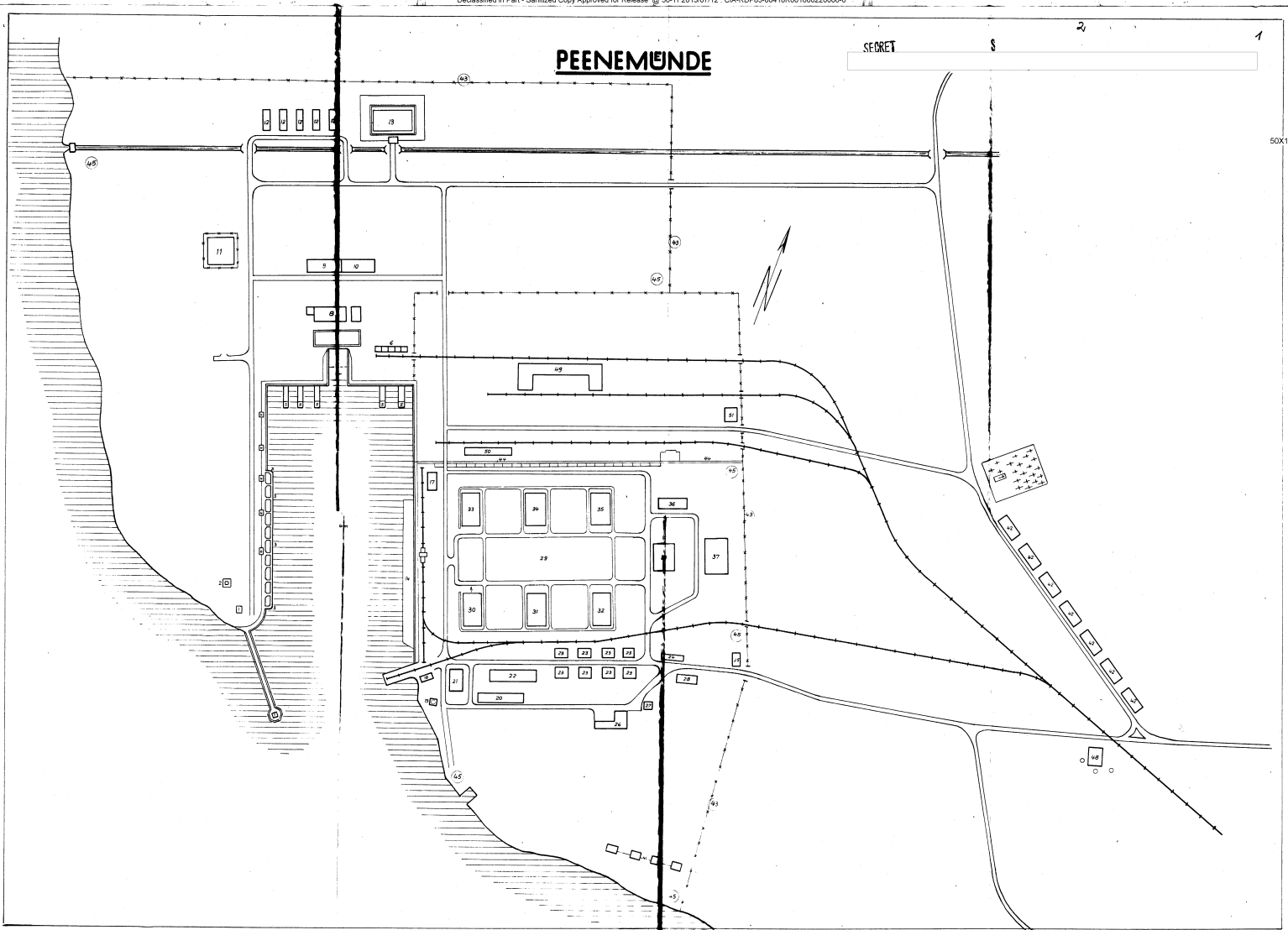
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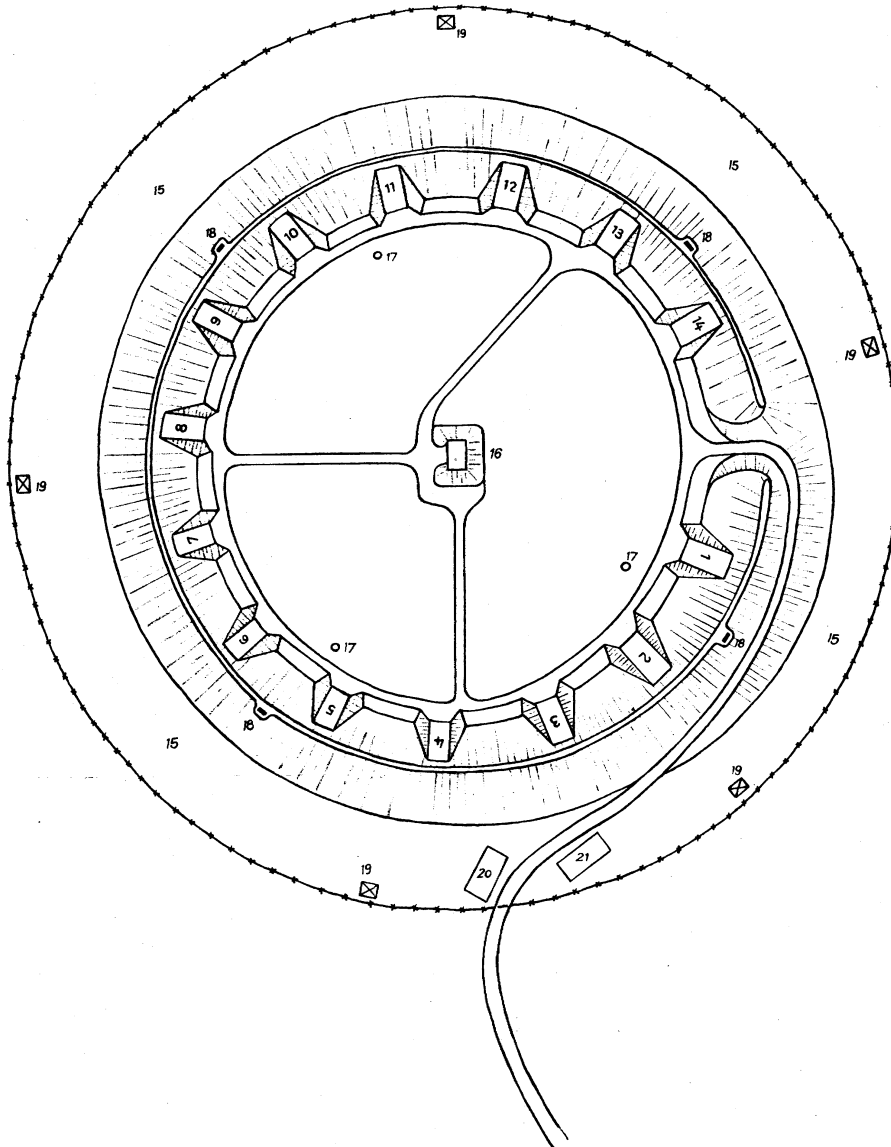
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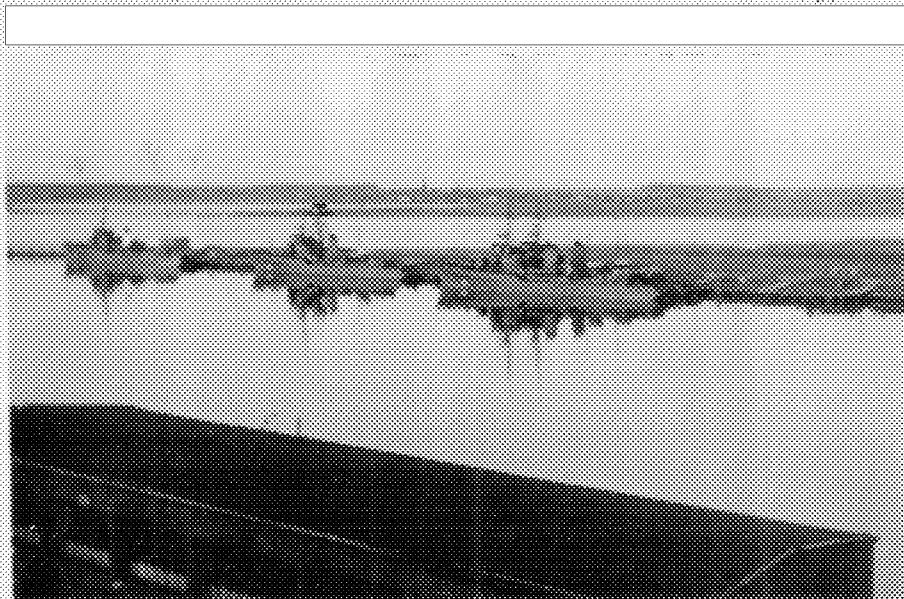
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GERMANY MECKLENBURG-VORPOMMERN PEENHAFEN 54 08 N 13 47 E
WEST PIER, NORTHEAST TO SOUTHEAST, PRIOR TO LATE MAY 1955.



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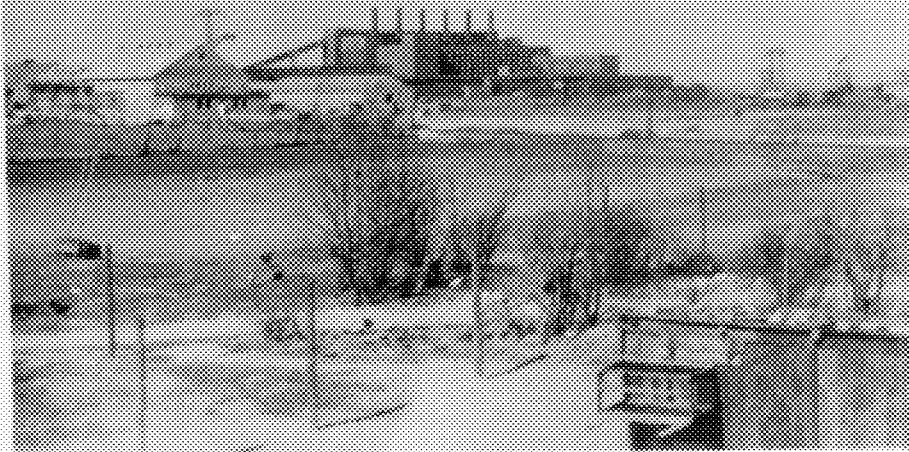
GERMANY MECKLENBURG-VORPOMMERN PEENHAFEN 54 08 N 13 47 E
HEAD WHARF OF HARBOR BASIN, NORTHEAST TO SOUTHEAST,
PRIOR TO LATE MAY 1955.



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GERMANY MECKLENBURG-VORPOMMERN PEENEMÜNDE 54 08 N 13 47 E
POWER STATION FROM SOUTHWEST. PRIOR TO LATE MAY 1955.



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GERMANY MECKLENBURG-VORPOMMERN PEENEMÜNDE 54 08 N 13 47 E
BARRACKS SOUTHEAST OF CEMETERY. PRIOR TO LATE MAY 1955.



GERMANY MECKLENBURG-VORPOMMERN PEENEMÜNDE 54 08 N 13 47 E
 SKETCH OF AMMUNITION SHELTERS. 1-14-AMMUNITION SHELTERS. 15-PROHIBITED FENCE RING. 16-EXPERIMENTAL LABORATORY. 17-FIRE SERVICE POND. 18-MG-EMPLACEMENTS.
 19-WATCH TOWERS. 20-GUARD STATION AND ALERT SERVICE. 21-CARETAKER. PRIOR TO LATE MAY 1955.
 SECRET

